



## MEMORANDUM

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Date: October 21, 2009  
From: Steve Eagan, Safety Project Engineer, Traffic Technical Support Bureau  
To: NMDOT Staff, NM MPOs, NM RPOs  
Subject: New Mexico Highway Safety Improvement Program:  
FY 2010 and FY 2011 Request for Safety Project Applications

This is an announcement that, as part of the New Mexico Highway Safety Improvement Program (NM HSIP), the NMDOT is now requesting proposals for engineering type stand-alone transportation safety improvement projects for consideration for funding in the appropriate forthcoming FY 2011 and FY 2012 program years of the current NM State Transportation Improvement Program (STIP). Projects that can be ready for bidding on or before August 23, 2010, can be submitted for consideration for the FY 2010 end of year close-out. Proposed projects in metropolitan areas, if approved for competitive funding at the state wide level, will be coordinated with the appropriate Metropolitan Planning Organization for programming in the appropriate program year of the corresponding metropolitan Transportation Improvement Program prior to programming and placement in the NM STIP.

City streets, sidewalks, bikeways, pedestrian trails, county roads, and tribal roads are eligible facilities, as well as state highways. For each proposed project the latest version Application for Safety Improvement Projects form must be completed. See attachment.

The deadline for application submittal for projects in late FY 2010 and FY 2011 is February 25, 2010. Applications can be submitted to the NMDOT General Office at one of the addresses listed below at anytime up to the deadline date. Applications for projects in FY2012 or later will be accepted on a continuing basis throughout the year.

Submittals from cities, counties, tribal governments, and other local agencies must be sent first by hand delivery, regular mail, or email to their respective Metropolitan Planning Organization (MPO) or Regional Planning Organization (RPO) for review, processing, and approval and then have the MPO or RPO submit the safety project applications to the NMDOT General Office. See attached file for MPO and RPO contact names, phone numbers, email and regular mail addresses.

NMDOT General Office Bureaus and NMDOT District Offices may submit safety project applications by hand delivery, regular mail, or email directly to the NMDOT General Office.

RPOs, MPOs, and NMDOT District Offices should submit applications by hand delivery, regular mail, or email to the NMDOT General Office at this address.

Hand Delivery to office of Steve Eagan:  
282 S. Camino del Pueblo, Suite 2C  
Bernalillo, NM 87004

Regular Mail:  
Steve Eagan, Safety Project Engineer  
New Mexico Department of Transportation  
Traffic Technical Support Bureau, Room 224  
PO Box 1149  
Santa Fe, NM 87504

E-mail:  
[steve.eagan@state.nm.us](mailto:steve.eagan@state.nm.us)

Steve Eagan Office Cell Phone: (505) 490-3063

All tribal/local safety project applications may only be processed through their appropriate MPO or RPO. Local government agencies must not directly send or copy to the General Office of NMDOT any submission of a local government sponsored safety project application. Only their MPO or RPO is empowered to do that.

It is assumed that tribes, cities, counties, transit districts, and any other local agencies will be submitting safety project applications for safety improvements to locally maintained surface transportation facilities (typically tribal roads, municipal streets, and county roads). If a local government is proposing any improvements to a NMDOT highway segment maintained by NMDOT that passes through their jurisdiction, then it is required on the application form to provide a statement of support for the proposed project from the appropriate NMDOT District Office. Any such local agency safety project application that fails to include a NMDOT District statement for support that is submitted by an RPO or MPO to the NMDOT General Office will be rejected automatically without review

All received safety project applications are in competition with each other at the state wide level. Safety funds are eligible for funding the costs of studies, right of way acquisition associated with project improvements, project development costs (such as environmental clearance), project design, project construction and non-construction program operation.

The NMDOT General Office Safety Project Selection Committee will meet periodically throughout the year to make funding award decisions on received applications submitted by other offices within NMDOT and the MPOs and RPOs. The committee will meet in late March 2010 to make selections for the FY 2011 HSIP program.

Selection of proposed safety projects for safety funding, including concurrence by the NM Division Office of FHWA, will occur shortly thereafter each funding award decision by the NMDOT General Office Safety Project Selection Committee. Following project selection, the agencies with awarded safety projects will be notified. Based on the details of the proposed project and its stage of development that is documented in the application, the awarded safety projects will be programmed as amendments into the appropriate forthcoming Program Year of the STIP. All proposed safety projects rejected during one review period can be submitted again in a subsequent review period by being designated as a Reapplication on the application form.

In an effort to assist local, county and tribal governments in competing for HSIP funding, the NMDOT has developed a program to provide technical assistance to any agency who feels they have a safety issue but does not have the resources, either staffing or financial, to complete the necessary analysis to compete for funding. An interested agency should submitted a formal written request for assistance to the State Traffic Engineer including a detailed explanation the issue and/or conditions to be addressed.

The requests can be sent to:

Hand Delivery to office of Elias Archuleta:  
1120 Cerrillos Road  
Santa Fe, NM 87504

Regular Mail:

Elias Archuleta, State Traffic Engineer  
New Mexico Department of Transportation  
Traffic Technical Support Bureau, Room 208  
PO Box 1149  
Santa Fe, NM 87504

E-mail:

[elias.archuleta@state.nm.us](mailto:elias.archuleta@state.nm.us)

Office Phone: (505) 827-9853

If approved, the agency can receive technical support to analyze the situation, prepare a safety analysis and prepare an application for HSIP funding. If the project is selected the agency can then request additional assistance for designing and preparing construction plan for the approved project. The program was created to ensure that all agencies regardless of size or staffing have a equal chance a competing for these funds. The MPO's and RPO's shall be copied on all requests for technical assistance and if an application is to be prepared the application must be approved by the MPO or RPO prior to being submitted.

All proposed safety projects located in a metropolitan area must be also be approved by the appropriate MPO as an amendment to their metropolitan Transportation Improvement Program (TIP) before it is submitted for final approval as an amendment to the STIP, if the application is approved. Any tribal/local government lead agency

which is the lead agency to develop and construct an approved safety project, must then begin the process of achieving a contract agreement between that tribal/local government agency and NMDOT via the NMDOT Local Government Agreement Unit. See NMDOT web site for details: <http://nmshtd.state.nm.us/main.asp?secid=11187>

Approved safety projects will be funded by one or more of the following safety funding categories, based on the available amount apportioned annually to New Mexico:

- FHWA sponsored Highway Safety Improvement Program (HSIP)
- High Risk Rural Roads Program ( a subset of HSIP )
- NHTSA Impaired Driver Laws (Section 164) Sanctioned Program (HSP).

Typical combined annual federal safety funding levels authorized to New Mexico are in the area of \$11 million. However, due to some current unspent balances in these categories, there was a grand total of funding \$26,423,125 for programmed safety projects in New Mexico from October 1, 2008 through August 21, 2009. The Federal Highway–Railroad Crossing Safety funding category is administered separately by the Land Management Division, Right of Way Bureau, Utilities /Rail Unit at NMDOT.

The federal funding share is usually 90% and rarely 100%. It is the policy of NMDOT that any non-federal match will be covered by state funds, and thus no local agency with an awarded safety project will need to provide any non-federal matching funds.

The MPO or RPO organization may initially review and take action concerning any local government sponsored safety project application based on their program schedules. The MPO or RPO organization may choose which projects they wish to forward to the General Office of NMDOT for review for statewide competition for consideration for funding. Any application submissions that miss a given review deadline are automatically eligible and will be reviewed for the next NM HSIP review period. Please notify us if alternate funding or other circumstances cause a delayed proposed safety project application review to become obsolete.

The total proposed project cost should not exceed \$2,000,000, and proposed safety projects likely to be awarded with competitive safety funds will generally cost much less than this maximum allowable amount. They should be evidence based and data driven. The most successful proposed engineering type safety projects that will receive funding approval will likely be prioritized based on:

- crash analysis data showing fatal or serious injury crash history, or
- crash analysis data showing evidence of crash history of a particular type that can be easily corrected by the proposed safety project, or
- a traffic conflicts analysis study (engineering safety study) with results showing a traffic hazard with the proposed safety project generating countermeasures to reduce the identified traffic hazard.

Crash Data is available from multiple local and regional sources which may be utilized as appropriate. Applicants needing crash data from NMDOT should seek assistance from your MPO or RPO planner to get this data or contact Linda Montoya at the

NMDOT Traffic Safety Bureau, by email at [http://Linda.Montoya12@state.nm.us](mailto:Linda.Montoya12@state.nm.us) or by phone at 505-827-5292.

All proposed projects must be stand-alone safety improvement projects. Generally, project applications will not be selected for partial funding with safety funds allocated for ancillary safety features in a proposed capital improvement project that is otherwise predominantly not a safety improvement project, but is, instead, composed of structural, pavement, or other high capital intensive engineering improvements to a surface transportation facility.

All safety projects must propose safety countermeasure strategies related to the current emphasis areas of the NM Comprehensive Transportation Safety Plan (CTSP). The current emphasis areas are:

1. Aggressive Driving and Speeding
2. Alcohol/Impaired Driving
3. Emergency Medical Services
4. Fatigued/ Distracted Driving
5. Intersections
6. Lane Departures
7. Native Americans
8. Occupant Protection
9. Special Road Users
  - 9.1 Pedestrian/ Bicycle / Equestrian
  - 9.2 Elderly Drivers
  - 9.3 Motorcycles
10. Traffic Records
11. Young Drivers

Below are listed typical strategies related to corresponding CTSP emphasis areas which contain primarily engineering related countermeasures. These strategies listed are not meant to be an exhaustive list. Others not listed will also be considered.

- pavement markings,
- warning signs,
- regulatory signs,
- chevrons,
- delineators,
- cable median barriers,
- concrete median barriers,
- median and shoulder guardrail and attenuation devices,
- roadway lighting,
- longitudinal shoulder rumble strips on rural roadways with four feet or wider shoulders,
- adjusting access locations on a roadway segment (access control),

- changeable message signs and other components of the Intelligent Transportation Systems (ITS) Program in NM,
- fencing to reduce wild life and livestock animal hits in rural areas,
- signalizing an unsignalized intersection,
- warning flashing signals on approaches to intersections,
- horizontal and vertical curve realignment,
- channelizing intersection improvements such as turning lanes, acceleration lanes and deceleration lanes,
- cut back overhanging vegetation in roadside obstructing travel lanes,
- cut back vegetation in roadside to reduce severity of lane departure fixed object crashes,
- cut back vegetation in roadside to increase visibility and avoidance of animals in roadside to reduce animal hit crashes,
- re-grade unpaved shoulders to eliminate travel lane pavement drop off,
- overlay paved shoulders to eliminate higher level paved travel lane drop off to lower level paved shoulder,
- intersection relocation to reduce hazards of potential traffic collisions,
- re-striping centerlines of poorly maintained rural county roads and tribal roads to reduce likelihood of head-on crashes and lane departure crashes,
- Enhanced crosswalk pavement markings and signing to reduce pedestrian involved crashes,
- Community Pedestrian Travel Demand Study,
- Install signs, sidewalks, curb and gutter, median refuges, pedestrian detectors, and other devices to reduce pedestrian involved crashes,
- Urban Travel Lane Bus stop relocation to reduce vehicle queuing in intersection
- Improved Geometry of horizontal curves,
- Widen roadside clear zones, by removing, delineating, shielding or relocating fixed objects or other hazardous objects,
- Improvements to existing traffic signal devices,
- channelizing intersections,
- construct acceleration and deceleration lanes at intersections,
- augmenting Section 130 highway – railroad crossing safety funds with additional HSIP funds for improved crossing signals, gates, pavement markings, signs, crossing surface, and lighting at highway-railroad at-grade crossings,
- New generation pedestrian count-down signals at pedestrian crosswalks or intersections,
- install fencing to prevent unauthorized pedestrian travel and to separate pedestrians from vehicular traffic,
- construct relatively low construction cost pedestrian crossing grade separations for relatively high pedestrian traffic volume benefit.

One NMDOT resource is recommended for your consideration. Using the most recent five years of crash data available, Calendar Years 2004 through 2008, it is a listing of locations exhibiting concentrations of severe crashes. It is the FY 2009 version of the 5% Most Severe Safety Needs Report, titled “FY 2009 New Mexico Transparency Report.” It is located within Section 3 of the FY 2009 NM Highway Safety Improvement

Program Annual Report. A copy of the FY 2009 NM Highway Safety Improvement Program Annual Report can be accessed at this NMDOT web site address:  
<http://nmshtd.state.nm.us/main.asp?secid=15509>.

Another source that can be consulted is *General Crash Data and Trends, 2000-2007 for the Albuquerque Metropolitan Planning Area* published by the Mid Region Council of Governments (MRCOG). A copy of this report can be accessed at:

<http://www.mrcog-nm.gov/content/view/259/272> located at the MRCOG website.

### **Questions**

If you have any questions please contact Steve Eagan by E-mail:  
[steve.eagan@state.nm.us](mailto:steve.eagan@state.nm.us) or by phone: (505) 490-3063.